

NEW YORK EXCHANGE.

NEW YORK STOCK MARKET.—March 10, 1899.

U. P. PFD. DECLARES 1 1/2 PER CENT — TRACTION STOCKS STRONG—EXCELLENT EARNINGS OF ST. PAUL FOR FIRST WEEK IN MARCH.

New York, March 10.

The American market has been adversely affected by the declaration of the regular dividend on St. Paul. English stockholders have always been advocates of increases on the American road, whenever possible, and the failure of directors to follow the wishes of English stockholders always results in some liquidation.

As a matter of fact, the actions of St. Paul directors was altogether praiseworthy. It is true that the road is earning probably not less than 10 p. c. on the common, but on the other hand, should the spring wheat crop be a failure, it is quite possible that in the next fiscal year the earnings would not amount to more than 5 p. c.

The earnings for the first week in March are excellent, showing a gain of \$31,394 over the same week in 1898, and they are the largest earnings of any first week in March in the history of the company.

There was some liquidation in the Consols yesterday; on account of the official denial that any consolidation of the various coal road interests was in prospect. It was only natural that this denial should be made as a definite declaration that if such a consolidation existed it would at once attract the hostility of legislators and would be followed by legal attacks.

Official denials to the contrary, notwithstanding there is no doubt that there is a tacit understanding between all the anthracite coal properties.

The Union Pacific issues have been notably weak because of the expected effect upon the stock if the directors declared nothing more than 1 1/2 per cent., but still it should be remembered that the decline has been five points, and the stock has discounted a good deal, and as a matter of fact the company is not only earning a full 4 p.c. upon the preferred, but as much on the common.

Interest in Local Transportation stock is very active, and at one time M. R. showed an advance of 9 points from last night's closing. This movement was of course in anticipation of the expected scrip dividend. Third Avenue R. R. also rose sharply, and Consolidated Gas was higher on the favorable prospects for the passage of the so-called Astoria Heat, Light and Power bill in Albany.

The Anthracite Coal stocks showed some disposition to rally in the early dealings, but have since shared in the general downward tendency of the market. The granagers were moderately dealt in at slight recessions. There is no particular explanation of a rather sharp break in Southern Ry. pfd., except that a block of long stock was offered at a time when there was no particular demand for it. London's influence has been unfavorable in addition to furnishing a lower range of prices for Americans. Long Island Railroad, Flower is credited with having bought 25,000 shares of P. O. yesterday, and the room is willing to follow Mr. Flower's lead.

	—CLOSING PRICES FROM MAR. 3 TO 9—						—TO-DAY'S PRICES—			
	3	4	6	7	8	9	Open's	Highest	Lowest	Closing
Am. Cotton Oil Co.....	35	34 1/2	33 1/2	34 1/2	35 1/2	35 1/2	36	37 1/2	36	36 1/2
" " Pfd.....										
" Sugar.....	130 1/2	138 1/2	137	138	142	143	142 1/2	143 1/2	141 1/2	142 1/2
" Sugar pfd.....										
" Spirits Mfg. Co.....										
" Spirits Mfg Co pfd.....										
" Tobacco.....	196 1/2	195 1/2	193 1/2	194	195 1/2	194 1/2	194	198 1/2	194	197 1/2
" Tobacco pfd.....										
Atch T. & S. Co.....	22 1/2	22 1/2	21 1/2	21 1/2	22 1/2	21 1/2	21 1/2	22 1/2	21 1/2	21 1/2
Atch T. & S. Pfd.....	62 1/2	61 1/2	60 1/2	61 1/2	62 1/2	61 1/2	61 1/2	61 1/2	60 1/2	61
Baltimore & Ohio.....	70		70	68			71			71
Bay State Gas.....	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Brooklyn Rap. Tran.....	92	92 1/2	90 1/2	91 1/2	94	95 1/2	95 1/2	97 1/2	95 1/2	95 1/2
C.C.C. & St. L.....										
Canadian Pacific.....	80 1/2		80 1/2	80 1/2	80 1/2	80 1/2				
Canada Southern.....	57 1/2	57	56 1/2	56 1/2	57 1/2	58				
Chesapeake & Ohio.....	27 1/2	27	26 1/2	26 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Chic. & Great Western.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2			15 1/2
Chicago B. & Q.....	141 1/2	140 1/2	137 1/2	139 1/2	139 1/2	139	138 1/2	139 1/2	138 1/2	139 1/2
Chicago Mil. & St. P.....	128 1/2	128 1/2	126 1/2	127 1/2	128 1/2	128	127 1/2	127 1/2	127 1/2	127 1/2
Chi. Mil. & St. P. pfd.....										
Chicago R. I. & Pacific.....	117 1/2	117	115 1/2	116 1/2	117 1/2	117 1/2	117	117 1/2	116 1/2	116 1/2
Chicago & Northwest.....	147 1/2	149	147	147 1/2	147 1/2	147 1/2				147 1/2
Chic. & Northwest pfd.....										
Cleveland, Lor. & Wheel'g.....										
" " Pfd.....										
Consolidated Gas.....	215 1/2	215	214 1/2	214	218 1/2	217 1/2	219	220 1/2	218	220 1/2
Delaware & Hudson.....		114	113 1/2	115 1/2	11 1/2	116	115 1/2	116 1/2	115	117
Del. Lack. & Western.....	158 1/2	159	167	165	168	168 1/2	168	168	165 1/2	165 1/2
Denver & Rio Grand Pfd.....										
Er.....										
General Electric.....	115 1/2	116 1/2	118 1/2	119 1/2	119	119 1/2		118 1/2	118	118 1/2
Glucose Pfd.....										
Fed. Steel Com.....	52 1/2	51 1/2	50 1/2	51 1/2	52	51 1/2	51 1/2	52 1/2	51 1/2	51 1/2
" " Pfd.....	89	83 1/2	87 1/2	87 1/2	88 1/2	88 1/2	88	88 1/2	87 1/2	88 1/2
Lake Shore.....										
Louisville & Nashville.....	64 1/2	64	63	63 1/2	64 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Manhattan con.....	111 1/2	111	110	110	110 1/2	110 1/2	110 1/2	110 1/2	109 1/2	109 1/2
Met. Street Ry. Co.....	237 1/2	239	235 1/2	236 1/2	239 1/2	246	249	255	249	253 1/2
Michigan Central.....										
Missouri Kan. & Tex.....										
Missouri Kan. & T. pfd.....	36		38	38 1/2	39 1/2	38 1/2		38 1/2	38 1/2	38 1/2
Missouri Pacific.....	45 1/2	46	44 1/2	45 1/2	46	46 1/2		46 1/2	46	46 1/2
Nat. Lead.....			34		34					
Nat. Lead pfd.....	34 1/2									
New Jersey Central.....	107 1/2	109 1/2	109 1/2	110 1/2	113	113 1/2	112 1/2	113	112	112 1/2
New York Central.....	136 1/2	136	134 1/2	135 1/2	136	135	134 1/2	135 1/2	134 1/2	135
Northern Pacific.....	52 1/2	51 1/2	51 1/2	51 1/2	52 1/2	51 1/2	51 1/2	52 1/2	51 1/2	52
Northern Pacific pfd.....	78 1/2	79	78 1/2	78 1/2	79 1/2	79	78 1/2	79	78 1/2	79
Omaha.....	92		93	93	93 1/2	93 1/2				
Oregon Rail. and Nav.....										
Pacific Mail.....	48	47	45 1/2	46 1/2	47	48 1/2	48 1/2	49	48 1/2	48 1/2
Pennsylvania R. R.....						132 1/2				
Pco. Gas L. & Coke Co.....	112 1/2	112 1/2	111	112 1/2	112 1/2	114 1/2	114 1/2	115 1/2	114 1/2	114 1/2
Pullman Palace Car Co.....										
Reading.....	21 1/2	22	23 1/2	23 1/2	24 1/2	24	24 1/2	24 1/2	24 1/2	24 1/2
" 1st Pfd.....	62 1/2	64 1/2	63 1/2	64 1/2	67 1/2	66 1/2	66 1/2	67	65 1/2	65 1/2
" 2nd Pfd.....										
Southern Pacific.....										
Southern Railroad Pfd.....	48 1/2	48 1/2	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	47 1/2	48
Twin City.....	69 1/2	69 1/2	68 1/2	69		70				
Texas Pacific.....										
Tenn. Coal & Iron.....	44 1/2	45 1/2	45	45 1/2	46 1/2	46 1/2	46	47 1/2	46	47 1/2
Third Avenue R. R.....										
Union Pacific.....	46 1/2	46 1/2	45 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	45 1/2	45 1/2
Union Pacific pfd.....	79 1/2	79 1/2	78 1/2	78 1/2	79 1/2	78 1/2	78 1/2	79	77 1/2	78 1/2
U. S. Rubber.....	50	49 1/2	48	49 1/2	49 1/2	49 1/2	49 1/2	51	49 1/2	50
*U. S. Rubber pfd.....										
U. S. Leather.....										
U. S. Leather pfd.....	69 1/2	71 1/2	69 1/2	70 1/2	71 1/2	71 1/2	71	71	70 1/2	71
Wabash.....										
Wabash pfd.....	22	22	21 1/2	21 1/2	21 1/2	21 1/2				22
W. U. Telegraph.....	93 1/2	93 1/2	93 1/2	94	94	93 1/2	93 1/2			93 1/2

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